

TRANS TRIBUNE

Chronicle of Warrior Logistics in Motion!

Volume 8, Number 2, February 2009



598th Transportation Group Rotterdam, The Netherlands



SDDC

Winter in Holland



■ Photo by Bram de Jong, 598th Trans Gp CAO

■ It was the first time in twelve years that the Dutch were able to enjoy ice skating on natural ice for a week! Thousands of people dug out their skates and made a tour of the beautiful landscape. This picture was made in the Kinderdijk area. The 598th Transportation Group has a very interesting area of responsibility! Battalion, Company or Detachment personnel; do you have a beautiful picture of your area? Please forward this to your editor, bram.dejong2@us.army.mil !

COMMAND TEAM

*By Col. Stephen E. Farmen, Commander 598th Transportation Group (SDDC)
and Command Sgt. Maj. James E. Riddick, 598th Transportation Group CSM*

Well, we survived the first month of 2009 in stride, have a new Commander in Chief and the OPTEMPO remains high across our EUCOM/AFRICOM areas of responsibility. As always, the enthusiastic spirit and professionalism of our Workforce continues to make myself and Command Sgt. Maj. Riddick proud to serve! Activities linked to our themes for 2009, the Year of:

Information Technology/Knowledge Sharing/Management – Leap ahead 5 years

Win the information domain!

The Family Covenant at our FOB Rotterdam Community and beyond

Deliver!

The SDDC NCO

Set expectations & define what it means to be an SDDC NCO,
remain alive and well!

>>>>>



598th TRANS TRIBUNE

**Volume 8, Number 2
February 2009**

SDDC 598th TRANS TRIBUNE

This newsletter is an official publication authorized under Army Regulation 360-81 and is published quarterly by Chief, Command Affairs, SDDC 598th Trans Gp overseas. The 598th Trans Tribune provides information of people, activities and operations of the 598th Transportation Group. Views and opinions expressed in this electronic newsletter are not necessarily those of the U.S. Government, Department of Defense, Department of the Army, or the Military Surface Deployment and Distribution Command. All photo's, unless otherwise noted, are U.S. Army photo's. We reserve the right to edit all material for style, to fit available space, to resolve libel, force protection and grammar.

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Command Team - continued from page 1

Over the course of the year, we will address initiatives associated with each of these themes in our Trans Tribune publications to amplify the hard work and progress of our Workforce team as we strive to realize our vision and goals. To get there, I challenge everyone to think deeply and differently to trigger the ideas and imagination needed to grasp the "art of the possible"! For it is our ability to innovate, pioneer, and transform that will allow us to achieve and exceed our vision and goals – so I ask each of you to think and act like entrepreneurs and attack your day with the entrepreneurial spirit it takes to effectively shape, morph, and grow our organization into the future. The challenges ahead and the tasks required to achieve the necessary strategic depth and advantage across the spectrum of conflict, in an era of persistent conflict, demand nothing less. By doing this, we not only amp up our contributions and cultivate the value-added our fellow partners and supported commands come to expect, but we all benefit and expand our horizons as well.

Of course, to reach our ultimate objective – inspiring daily trust, confidence and generating an aura of certainty in all we do – we must be priority-based moving forward. The chart on page three amplifies our current focus and priorities.

See the enlarged chart on next page!

These fundamental priorities endure. In the midst of chaos and change, which will be the order of the day, if we remain focused on these priorities and objectives and work the initiatives needed to achieve these ends – we can mitigate the fog/friction and sustain clarity of purpose.

So our charter is: *With these priorities as the focus, our themes as a watermark and the principles of innovate, pioneer, and transform to guide us – be a committed, dependable, relentless entrepreneur and let's grow and expand who we are and what we do so our brand recognition inspires trust, endures, and resonates an aura of certainty regardless of the nature of the fight or challenge across the spectrum of conflict.*

We have high hopes and a lot to accomplish in 2009 to meet our expectations. Fight complacency, be a prudent risk-taker, yet always Own the Edge – this will keep us in motion and tracking in all we do. Keep Workforce Strong and let's make a difference!
Thanks for all you do!

"Imagination is more Powerful than Knowledge", EINSTEIN

STRENGTH – VIGILANCE - RESILIENCE

**598th Transportation
Group (SDDC)**

**Warrior Logistics
In Motion!**



598th Enduring Priorities

1. Force Protection/War-fighting:

- Installation Posture/Vigilance/Integrated Base Security
- Facilities Moves (VGK Project-Move, TU Det, RRD, 950th Co)

2. Adaptive/Expeditionary Mission Support:

- Emerging missions: AFRICOM, Enhance EUCOM supt, NDN, Future OPS, Build Capability/Capacity; Inegration/Collaboration/Partnering; Win the Information Domain/SCM focus/Realignment-Performance Metrics/JEADDDC 2009

3 Maintenance of Equipment:

- War on Excess: Supply-Maintenance Discipline/Lean and mean mentality....

4. Workforce Quality of Life and Readiness (viable FRGs):

- Installation of Excellence Initiatives; Sustainability, Tenant Cohesion, Works Council issues

5. Train as we fight! - (Planning/Executing Training Strategy; basics/fundamentals)

- SAOTB/Training strategy/Force Protection - Survivability focus/Link Mission to Training
- AARs, Learning, Creative/Critical Thinking, Knowledge transfer (FM 3.0, FM 7.0)

6. Building Systems and Battle Rhythms in Organizations (Squad, Section, Platoon, Dets/Teams, or Company)

- Fusion Concept (Intel/Ops, Distribution Branch); TACSOP, Reporting, OPORDs

2009 Themes

- IT/KM – Leap Ahead
- The Family Covenant
- SDDC NCO
- Innovate, Pioneer, Transfer!*

Always Important Regardless of OPTEMPO or Focus:

1. Safety/Running Risk Assessments

= Quarterly Safety Conferences

2. Property and Personnel Accountability

3. Counseling

4. Timely Submission of Awards and OERs/NCOERs/NSPS proces

**Aura of
Certainty**



Margaretha (Gretha) Dieters



We welcome Gretha Dieters. She started working as 598th Transportation Group (SDDC), Command Management Assistant effective 1 January 2009.

Gretha is a Dutch Civilian Employee and has experience working for U.S. Military personnel in The Netherlands (as a Secretary for U.S. Element Commanders at former 21st and 19th Combat Equipment Company in Ter Apel and Vriezenveen) and for The Netherlands Foreign Liaison Officer at Headquarters, U.S. Army Training and Doctrine Command (HQ TRADOC), Fort Monroe, VA. and also for The Netherlands National Liaison Representative at Headquarters, Supreme Allied Commander Transformation (HQ SACT) in Norfolk, VA.

ANOTHER ROTA TRANSLOAD SUCCESS

*Article and photo
by Drew Maul,
839th
Transportation
Battalion TB Intern*



■ *UH-60 Blackhawks pierside on a foggy Rota morning*

Several times a year, the 839th Transportation Battalion deploys a team to conduct operations at Naval Station Rota, Spain. The 839th supports deployments and redeployments, as well as training missions, which require the unique skill-sets possessed by the men and women deployed by the Battalion. Missions range in length from two weeks, to a few days, all depending on the varying contracting requirements, piece counts, and equipments types, which each mission presents.

Rota is an ideal trans-load point due to the Naval Station's strategic location in Southern Europe, with a port facility on the Atlantic Ocean, and an airfield capable of supporting major airframes such as the C-5 and C-17. This enables deploying and redeploying units to use the port for sealift, and the airfield for airlift, in a straight-line deployment and redeployment from the East Coast, to theater, and back.

In the case of the most recent mission handled by 839th, the 101st Combat Aviation Brigade from Fort Campbell, Kentucky redeployed from OEF utilized Strategic Airlift to NS Rota, unloaded their equipment from the aircraft, and rolled it right to the staging area at the port, ready for roll-on operations. Contracted stevedore support details were secured by the Italy Detachment Director, providing specialized labor for actual loading of the helicopters, which made up the majority of the cargo of the redeploying unit.

In coordination with our partners from the Theater Aviation Sustainment Manager – Europe (TASM-E), Naval Station Rota, and personnel from the supported unit, the mission plan was executed flawlessly. Some unique

challenges were faced due to the vessel type provided, and the lack of lifting equipment available pier side at NS Rota. Instead of an LMSR, or other vessel that has built in Lift-on - Lift-off capability, a car carrier was chartered by MSC forcing the entire operation to be Roll-on. The loading of approximately 60 helicopters was completed in less than four hours, far exceeding the time requirements standards of a LoLo operation.

Not having the capability for LoLo forced Battalion personnel to come up with some innovative ways to load some exceptionally heavy 20' containers, weighing in between 20 and 35,000lbs. Available pier side, provided by NS Rota, were two 25K forklifts, each by themselves unable to handle such a large load. Due to the total lack of lifting capability, and no dolly sets, NS Rota equipment was utilized to successfully roll the containers up on to the ship.

Once aboard, the forklifts were brought on to lift the containers off the trailers, but quickly height clearance issues appeared. After some troubleshooting, a gap was discovered between support beams in the ceiling of the deck enabling the forklifts to take advantage of a few extra inches, and lift the container just enough to allow its trailer to be removed, and successfully placed on the deck. This innovative approach enabled the successful completion of the mission, loading the entire inventory of equipment in less than 14 hours.

839th personnel utilize their skill, in coordination with units, vessel, and contracted support, at Naval Station Rota and continue to successfully and safely complete missions both in Rota and across the Mediterranean. ■

SDDC NCOs Make MRAP Mission a Complete Success



■ Photo by Staff Sgt. Quincey Tate

By Staff Sgt. George Long, 839th Trans Bn, DDST NCO

The 839th Transportation Battalion from Camp Darby, Italy was called upon once again to travel to U.S. Naval Station Rota, Spain and perform two missions involving the newest versions of the Mine Resistant Ambush Protected (MRAP) vehicles. The first mission, November 2008, was the 839th's first experience with MRAPs. 25 vehicles had to be unloaded in order to get to the cargo, and then reloaded on the vessel to continue on to Kuwait. The second mission took place early December, 2008 and was a complete success with a total of 76 vehicles being unloaded.

The MRAP vehicles are truly an awesome site to behold. They are constructed in such a way as to deflect a direct blast under the vehicle from an Improvised Explosive Device (IED) away from the vehicle while protecting the occupants inside. The window glass is layered up to 32 layers thick, and will withstand a direct .50-cal round strike without giving up its structural integrity. The average weight of an MRAP vehicle is around 38,000 pounds, drives like an automobile and can obtain a speed of 85 miles per hour. There are at least five different makes of the MRAP vehicle family and three variants. Variant one is the smallest and variant three is the largest. These variants can be used as personnel carriers or ambulances. Bear in mind these vehicles were built for one primary purpose and one primary purpose only – to save the lives of our fighting men and women. To that end, these vehicles have been extremely successful.

Staff Sergeants Quincey Tate and George Long were sent to Red River Army Depot located in Texarkana, Texas to attend MRAP drivers training class at MRAP University. The university offers a two-week course on operating procedures and a five-week course on maintenance and repair procedures.



Long and Tate were fortunate enough to receive a two-day crash course on the proper starting and shut down procedures for the MRAP vehicles, as well as ground guiding techniques, basic maintenance, and drivers training in order to accomplish the battalion's missions in Rota. The training they received has proven to be invaluable, and allowed them to act as trainers of the other members of the DDST, as well as local national stevedores who had never seen the MRAPs before.

During the second MRAP mission, Tate and Long were again called upon to lead the way and attend a class given by the Rota Navy personnel to obtain certification to drive the vehicles onto the airfield for staging. Both NCOs completed the training and had their SETAF licenses stamped to read "Flight Line Authorized". In addition to the continued training they provided to the rest of the DDST, Tate and Long were also assisted by four contracted MRAP representatives from Kuwait, as well as four Seabees there to assist in the unloading, staging and the moving forward of the MRAP vehicles to the airfield. The Seabees involved had previous experience operating the MRAP vehicles in Iraq during Operation Iraqi Freedom.

The success of the MRAP missions is yet another testament to the strength of the Army and SDDC NCO Corps, and their ability provide effective, quality training to a variety of audiences. Additionally, the coordination between Army, Navy, US Contractors, and local national employees spotlights the NCOs ability to synchronize multiple resources to ensure mission success. Due to their professionalism and expertise, warfighters in Iraq and Afghanistan continue to receive vital equipment in the war on terror.■

Safely moving Heavy Brigade Combat Team track vehicles

Article and pictures by Joyce Costello, USAG Livorno PAO.

Camp Darby units 839th Transportation Battalion and 3rd Battalion, 405th Army Field Support Brigade worked ardently together to ensure the successful arrival and transportation of 144 vehicles belonging to the 172nd Heavy Brigade Combat Team Left Behind Equipment from the Port of Livorno to Leghorn Army Depot for repair.

839th Trans Bn. coordinated the download of the ship and the staging of the equipment for onward movement with the port authority, ship, and the contracted stevedores, according to Lt. Col. Robert King, 839th Trans Bn.; while 3/405 AFSB Commander, Lt. Col. Roger L. McCreery oversaw the participating members of the 3/405 AFSB discharged the vessel, served as technical subject matter experts for the subject equipment and served as operators during the convoy to Camp Darby.

“A mission like this absolutely requires teamwork from all the key organizations in order to accomplish the mission,” said King. “Detailed communications with our host nation partners was critical to insure that all the requirements have been met prior to operation.”

McCreery added that a focus on safety, communication and the technical competency of all involved were the central characteristics to successful accomplishment of the mission.

“The operation involved large groups of people from various organizations such as 3/405th AFSB, 839th Transportation Battalion, 497th Movement Control Team, USAG Livorno, Italian Base Commander, local law enforcement, port authorities and contractors Sintemar all operating over a multi-day/multi-shift period of time,” said McCreery. “Success required a diligent, focused effort by all because armor equipment, due to the sizes and weights involved, is inherently dangerous to operate and mistakes often result in catastrophic consequences.”

In addition to making sure coordination was complete across the board, the sheer task of moving tracked vehicles in a short window of time was a challenge.

“It was important to get the initial 28 vehicles off the vessel quickly so that the vessel could be moved, allowing another ship to exit the Port of Livorno and 839th Terminal Manager Franco Infante provided the motivation and expertise to get the vessel downloaded in time to let other traffic pass in the port,” said King.

Once off the ship, the vehicles then had to make the journey from the port to the base.



“In order to minimize disruption to the local population and avoid maneuver damage, we conducted route reconnaissance and identified high risk areas such as interchange loops and differences of height between paved surfaces at critical areas such as points where turns would be negotiated and coupled with the technical expertise of the operators, effectively mitigated this risk; there was no disturbance to the local populace and no maneuver damage noted during the operation,” said McCreery.

Now that these 172 HBCT vehicles are being positioned at Leghorn Army Depot as Left Behind Equipment during the unit's deployment to southwest Asia, according to McCreery, 3/405th AFSB will bring the vehicles to 10/20 standard, store, maintain, and issue the vehicles back to the unit upon its return from deployment. ■

▼ *Leonard Baird-Boyd and Antonio De Marco, 839th transportation Bn. Employees, double check the packing order on a tracked vehicle during joint operations at the Livorno Port.*



172nd Infantry LBE Make Tracks Over the Road in Italy

Articles and photo's by Francesco Infante, Italy Det., Terminal Manager

Moving a truck or a train from one point to another takes coordination and a keen knowledge in transportation logistics. But what happens when you've got to transfer and move big tracks, like M1s, M88s, over the road for about three miles? It takes all of the above with the addition of an extremely large amount of Host Nation support.

Yes indeed, without Host Nation support and all the synergies it is capable of activating, the movement of big tracks over the road would not be possible. Thanks to the great relationships nurtured over the years with local authorities and businessmen alike by personnel of the 839th Italy Detachment, many 'strange' things are possible here in Livorno. Long-term relationships can facilitate moving tracked 'bison' over the road even for just 3 miles in a long convoy, to obtaining customs clearance through 'simplified procedures' in only six days after application.



172nd Tracks Rolling Off the MV Cervantes in the Port of Livorno

Coordination and knowing the right person to talk to in order to get things done efficiently is essential for mission success. That's why the discharge of 144 pieces of mostly tracked vehicles, M1s and M88s, belonging to the 172nd Infantry Brigade in the port of Livorno turned out to be a great success. The success of the mission, thanks to the dedicated personnel of the 839th Italy Detachment and to all the Host Nation support, received for this important mission. HN support that had to be activated is the responsibility of Col. Ubini, the Italian Base Commander of Camp Darby and his collaborators. He coordinated state police and their highway patrol units that were responsible for securing the route our convoys would travel in order to get to final destination quickly without accidents, as well as police units patrolling and constantly present in the port area where we were conducting operations. In addition to the police, Port Authority and Italian Coast Guard support assured that both the Force and Government cargo were protected at all times from the waterfront to the pier side.



■ Lt. Col. Robert King, 839th CDR recognizing Col. Ubini the Camp Darby Italian Base Commander

Track on a truck...

Coordinating an important move and being able to consider it a success means having synchronized the many different moving parts that may sometimes have very little or nothing in common. The businessman that is going to let you use his staging area, the trucking company that will transfer your cargo for you, customs, and the contractor or stevedoring company that will physically do the work for you are just some examples of the moving parts mentioned above that are vital in the successful conclusion of a mission. We here, at the 839th Transportation Battalion recognize all these moving parts and take the time to go out and personally thank them for their efforts and go out of our way to make them feel like part of our family, part of our team...because we clearly recognize that our success is very dependant upon our fantastic host nation support. ■



Lajes Field Airmen help disabled French aircraft SDDC Azores Detachment Personnel supports!

Article based on story by 1st Lt. George Tobias, 65th Air Base Wing Public Affairs

Photo's: U.S. Air Force photo/Guido Melo



Azores, Portugal -- Airmen at Lajes Field were ready to lend a helping hand as a disabled Air France 777 passenger aircraft was diverted here, Jan. 4, then assisted with getting the jet airborne again. The Lajes Field command post staff was notified of an in-flight emergency on the Air France jet over the Atlantic Ocean that lost one of its two engines and needed to land as soon as possible.

With about 480 people on board, the plane landed at Lajes Field just two hours after notification. The plane's disabled engine was the No.1 engine and it had lost its gear box. The engine had to be shut down because it was inoperable after its gear box went out.

"It is not a component that you can just fix," said Maj. Douglas McClain, the 729th Air Mobility Squadron commander. "You have to replace the entire engine. It's a 22,000-pound engine that's worth about \$23 million.

729th AMS worked along with 65th Readiness squadron to provide busses and drivers to shuttle passengers off the flightline from the military side of the airfield to the civilian airport.

Normally, military members are not allowed to touch commercial aircraft. "The main reason is liability," said Lt.Col. Jeffery Ferguson, 65th ABW Judge Advocate Office, "There are provisions that allow us to provide assistance if it is due to an in-flight emergency, to provide minor repair and assistance to aircraft."

Major McClain worked with Air France before any support was provided to get a certificate of insurance and realization that the Air Force would not be held liable for any accidental damage to any of their equipment.

On Jan. 6, members of the SDDC Azores Detachment used a forklift to support Air France maintainers move a new engine for the downed Air France 777. The Azores Detachment was asked to provide support because local commercial airlines here only have lift equipment that can handle up to 15,000 pounds,

which did not have the capability to support Air France.

A challenge faced during the operation was the need for a forklift due to the fact that the dolly the engine was sitting on had its wheels folded up for transport so that it laid flat and fit on the cargo floor of the aircraft.

Gary Rucks, the Azores Detachment's terminal manager who happened to have a forklift that could lift up 48,000 pounds, was contacted and the detachment brought the forklift down from the port to the flightline.

"It was really a rather simple operation," the major said. "It was one that we were lucky to have all the equipment to piece together between two different commands, both Army and Air Force's AMC, to be able to help Air France out."

Because of the support at Lajes Field, Air France saved a lot of money; however, everything was done on a reimbursable basis, so Air France will reimburse the federal government for all the equipment that was used and the manpower.

"It's one of those things that while being isolated sometimes can be a bad thing, but often times it opens doors to opportunities to maintain good bilateral relations with our Portuguese hosts and other foreign NATO governments," Major McClain said.■



United Kingdom Detachment Warehouse Operations

Article and picture by Steve Hooper-Lawrie, SDDC United Kingdom Detachment Marine Cargo Specialist

One of the often overlooked functions provided by SDDC UK Detachment for our customers is our warehouse operation providing the link between the Direct Procurement Method (DPM) Household Good Shipment contractors, and the Defense Transportation System (DTS) for both inbound and outbound shipments.

DPM shipments are packed at origin by the local contractor who then passes them to SDDC who process the shipments into the DTS and on receipt at destination SDDC makes them available to the local DPM contractor for delivery to the service member. The service is performed by UK Detachment's Marine Cargo Specialists who are licensed to operate up to 10K Forklifts enabling them to load and discharge containers and road vehicles.

Our involvement with the inbound DPM shipments starts with TMD providing advance information of vessel arrival and a copy of the manifest. This enables us to contact the receiving base for copies of documentation which is provided to HM Customs to facilitate customs clearance. On receipt of the container, the shipments are offloaded, tallied and stored in a customs bonded warehouse. Once customs have advised that the shipment is cleared, the

shipment is released to the DPM contractor for delivery to the member.

Outbound shipments are received into the warehouse from the contractor and container size loads built on the warehouse floor enabling us to accurately order seavans. Once received, the seavans are loaded, tallied and shipping paperwork processed providing the info required for input into the WPS and the DTS.

In FY08, a total of 160 container loads transited our facility servicing a total of 748 service members.

The United Kingdom Detachment continues to provide this quality customer service in an effort to help facilitate a smooth and effortless transition for the War-Fighter and their family members. "Excellence by Habit", is not just a unit motto; it is the United Kingdom Detachment's way of life. ■

■ *Marc Allen, Marine Cargo Specialist, positioning cargo inside United Kingdom Detachment's warehouse.*



IMPORTANT COMMAND EVENTS

839th Welcomes New Noncommissioned Officer to the Deployment Distribution Support Team (DDST)



The 839th Transportation Battalion would like to extend a warm welcome to our newest member, Staff Sgt. Nadia Smith, and her family. Smith arrived in Pisa, Italy on 9 January 2009 and is coming to us from the 169th Seaport Operations Company at Ft. Eustis, Virginia.

■ Staff Sgt. Nadia Smith.

Previously, she was assigned to the 403rd Cargo Transfer Company at Ft. Bragg, North Carolina and the 115th Field Hospital at Ft. Polk, Louisiana. She has deployed in support of the Global War on Terror to Baghdad, Iraq during OIF IV.

As a member of the DDST, her job is critical to the success of the 839th Transportation Battalion and the 598th Transportation Group. The 839th hopes that Staff Sgt. Smith and family will have a rewarding and successful tour while stationed here at wonderful Camp Darby, Italy. Again, welcome to our family.

'Benvenuti a la Chiave per il Med!'

By Sgt. 1st Class James Irwin, 839th Trans Bn.

Congratulations to the new Lieutenant Colonels Faris Williams and Wayne Benjamin



▲ Col. Steve Farnen, 598th Commander promotes Lt. Col. Williams by sticking on his new LTC rank.



▲ Lt. Col. Wayne Benjamin

The 598th Transportation Group (SDDC) congratulates the U.S. Army Reserve Lieutenant Colonels; Faris Williams, S3 and Wayne Benjamin, Liaison Officer at AFRICOM, with their promotions to Lieutenant Colonel, 16 Dec 2008.

(Editor)

Thumbdrives are **NOT** a Cross-Domain Solution

NEVER MOVE DATA ACROSS DOMAINS WITH A THUMBDRIVE



Information Assurance resources at:

DoD IA PORTAL on DKO:
<http://iaportal.dod.mil/iaportal>

INFORMATION ASSURANCE SUPPORT ENVIRONMENT:

NIPRNET: <http://ia.se.diso.mil>
SPIRNET: <http://ia.se.diso.smil.mil>
SIPR REL: <http://ia.se.diso.rel.smil.mil>

VIRTUAL TRAINING ENVIRONMENT:
<http://vte.cert.org>



- In Memoriam -

Gerold Golly

17 Sep 1957 - 10 Jan 2009

Commander, staff and personnel of the 598th Transportation Group (SDDC) would like to express their deepest sympathy with the loss of Gerold Golly, 950th Trans Co, Heavy Equipment Operator.

Born 17 September 1957 in Bremerhaven Germany, Gerold passed away at the age of 52 on 10 January 2009 after a brave battle with lung cancer. He is survived by his loving wife Anke and two daughters Maike and Katrin.

Gerold started working for the Military Traffic Management Command (MTMC) 950th TC on 20 January 1982. His distinguished 27 year career began with port security then as an operator at the dunnage yard and finally as a heavy equipment operator. Performing as an operator, he continuously set the bar accomplishing critical functions required to safely move vehicles and equipment to and from vessels and rail regardless of the weather or length of duty. His unfailing dedication, professionalism, and outstanding performance lauded him an accident and incident-free record.

Throughout the years, Gerold volunteered his time to support various 950th initiatives. He participated in local beautification projects, special repair and maintenance activities, and all types of manual labor tasks outside his assigned duties, in which many were not inclined to do or able to perform. Furthermore, Gerold also provided his expertise as a driver for trips to Chievers, Belgium and Rotterdam, The Netherlands. Gerold also served his country by joining the Reserve Der Bundeswehr (German Army Reserves).

Over the years, we have known Gerold as a cordial genuine person. His joy of life, optimism, and willingness to help others have been appreciated above everything else. We have lost an incredibly loyal coworker whom we will all miss. We will keep him in our thoughts always.

At the family's request memorial services will be private.

Point of Contact at the 950th Trans Co: Michael Korn, Tml Mngr, Tel. +49 471 891 8704 or michael.korn2@us.army.mil

Awards:

1993	Exceptional Performance Award
1996-1998	Exceptional Superior Performance Award
2000-2008	Exceptional Superior Performance Award
1996	Certificate of Appreciation for Dry Docking Operation at Port of Umm Said, Qatar
1996	3 rd Quarter Employee of the Quarter
1999-2001	Certificate of Appreciation for Exceptional



■ *Gerard Golly, 950th Transportation Company, Bremerhaven, Germany - heavy equipment operator.*

	Meritorious Services for Operations in Germany, Norway, Sweden, Poland, Estonia, Slovenia, and Kosovo
2000	Certificate of Achievement Support of Carl Schurz Platz housing area residents
2004	Certificate of Appreciation for 1 Infantry Division Mechanized Deployment Antwerp, BL
2006	Certificate of Appreciation for 2 nd Stryker Cavalry Regiment Redeployment Bremerhaven, GE
2007	Certificate of Appreciation for 2 nd Stryker Cavalry Regiment Deployment Bremerhaven, GE
2007	Twenty Five Year Recognition Award United States of America

Supported Operations Include:

OPERATION DESERT SHIELD
OPERATION DESERT STORM
OPERATION RESTORE HOPE
OPERATION JOINT ENDEAVOR
OPERATION JOINT GUARD
OPERATION JOINT FORGE
OPERATION NORTHERN WATCH
OPERATION PROVIDE COMFORT
OPERATION ENDURING FREEDOM
OPERATION IRAQI FREEDOM

Paul de Haan to Retire!

Dutch Ministry of Defense Employee, Paul de Haan, 598th Director, Resource Management, retires on 1 May 09, after 38 years working with the U.S. Government.

Memories of Paul de Haan

Before being hired by U.S. Army Transportation Terminal Group Europe, I worked seven years in several functions for the Marine Coatings Division of Sigma Coatings. For three months, I was stationed in the beautiful city Copenhagen, Denmark!

In February 1971, I started in the budget division of the new Comptroller's office. This function was in the process of being transferred from Bremerhaven to the new headquarters in Rotterdam, The Netherlands. After training me, Mr. Hauelsen was ready to retire and I took over. I worked with all 19 Rotterdam based Group Commanders. The first one was Col. H.T. Casey (1970-72). Today, it is Col. Stephen E. Farnen (since July 2008). All these Commander changes require great flexibility of those that remain behind, and provide for continuity and stability of the Command.

In the beginning, the command consisted of a Headquarters in Rotterdam with Benelux Terminal co-located, and the Bremerhaven Terminal and Mannheim Terminal in Germany. Life was interesting and the organization kept on growing. In 1978, the command moved away from USAREUR and became part of MTMC. We took over Italy. The former Comptroller, Lou Woutersen, and I were sent to Pisa in order to inventory their operation and develop procedures for take over. The man in charge was Mr. Kientzy, (DAC). He did not even know we were visiting, let alone that he knew the purpose of our visit. What I found interesting was that Mr. Kientzy had a lot of tools in his desk drawers. They appeared to be tools to work on cars. Handling POV's for PCS'ing personnel was the main part of his business. Later, we met Mr. Pisani, who was the operations guy. Afterwards we got Monica,



■ Paul de Haan, 598th Trans Gp, Director Resource Management.

Patrizia and Francesco on the team. These three persons were very dedicated and extremely knowledgeable and became the back-bone of the Italian operation. In the early eighties, work became much like a routine.

"I consider myself as a very fortunate person, simply because I always liked my job", says Paul de Haan.

Nothing new, until May 1986, when we were tasked to change our funding from a Government style (O&MA) funding to a Commercial Industrial style (AIF) funding per 1 October 1987. The main difference is that in the Government style budget you are focused in spending your budget before the end of the year. With the commercial type funding, your focus is more long term. It demands a lot more energy/knowledge from the Resource Management staff. But it was not only work; it was work

and play!

We had many (famous) parties in our old building on the Lloyd Street in Rotterdam.

The funding conversion was a huge task with several sub tasks. A major challenge was the development of a standard Port Handling contract with standard rate schedules. In the new system, contract rates are loaded in the system, thus a standard lay-out is a necessity. Port Handling contracts in all countries where we operate had to look the same. It took us nine months to develop this standard and to convert all existing Port Handling contracts. We were the first organization within MTMC with a standard Port Handling contract. Prior to 1 October, all contract rates were loaded into Commodity and Manhour System. Invaluable support was provided by Ad Melsert, Chief Operations in Benelux Terminal (838th Trans Bn) and Mario Graeper, Rainer Lemke, both from Bremerhaven Terminal.

In 2008, I facilitated the recreation of a standard Port Handling contract.

Throughout the years, we drifted away and various versions were in use. That had to stop. Lou Woutersen and I spent three weeks in Washington to develop our first Working Capital Fund (WCF) budget and we developed our first proposed set of Billing Rates. The WCF concept is a zero profit/loss result. Billing rates were approved by Department of the Army and used to bill our customers. This required a change in the mentality of our Commanders. A change from just spending dollars to

managing a (commercial) company. My challenge was to create a budget and budget execution in a readable format. Which we did, with the introduction of cost per man-year, workload, cost and revenue per ton metrics. Our Commanders became CEO's of their own unit, reviewing quarterly production and cost and revenue figures.

In 1993, we incorporated (from the Air Force) the operations in the United Kingdom, Greece, Turkey, Spain and Portugal. These countries were added to our budget and were included in our billing rates.

Another big challenge was the first Gulf War (Desert Shield/Desert Storm). Trying to keep the additional cost/revenue separate from regular mission was important. During the process, we added South West Asia to our AOR. Budget increased from \$ 40M to several hundreds of millions. In 2005, the new 595th Trans Group stood up and 598th Trans Gp became responsible for this AOR. Africa also belongs to our AOR. The 598th Trans Group RM office provides their services to 598th and 595th Trans Groups.

I consider myself as a very fortunate person, simply because I always liked my job. The days that I had to drag myself to the office can be counted on the fingers of one hand. This means 45 years of job satisfaction. Always change, always new challenges (problems don't exist), never a dull moment! I was also fortunate with great mentors: Lou Woutersen (MTMC Europe), Steve Krawcel (MTMC Washington) Ralph Aurilia (MTMC Eastern Area) and Mike Dugan (MTMC Western Area). All I needed to do was making sure group and terminals are able to function from a financial perspective. I believe most Commanders appreciate this concept and we were able to communicate well.



■ Col. Keith S. Kelly, Commander MTMC TTGE presents Paul de Haan, RM office a certificate of Five years of faithful service in 1976. The picture below was made during the seventies as well. It shows De Haan with Lou Woutersen in their office in Shed Java.

Again, working in this environment is a challenge: a lot of hard work where commanders are always young and energetic. They never grow older!

What's next? To be honest: I don't know yet. Of course lots of work to do on the house and the garden. Lots of photographs that still require a decent place in an album, same with my stamp collection and Masha's (Spouse) father's films (some are 50 years old)

need to be put on DVD or something similar. Maybe spend some more time with my family – three daughters with their partners and six grand children. But first, we want to make a seven week's trip to Alaska, Canada, Texas, Pennsylvania and Connecticut to vacation and see family and friends. After that we need to rest three weeks (!) at our usual summer camping hide-out in Les Landes, in the South West of France. ■



SDDC = Committed + Dependable + Relentless

Ergonomics in the office



By Rudy Magereij, Safety Manager
598th Transportation Group (SDDC)

Improving your work environment will improve your health.

Read further for some Office-Ergo Safety Tips:

- When writing at the computer, avoid excessive reaching over the keyboard or work material. A sturdy copyholder can double as a writing surface if appropriately positioned.
- Place manuals and other items needed regularly for daily tasks within easy reach. Items that are frequently used and stored on shelves should be placed within the waist and shoulder height ranges. Manuals rarely used should be stored on higher or lower shelves.
- Noise levels in offices should be kept to a minimum. If your office area has cubicle spaces, control the volume of noise and move conference or meetings to conference rooms.
- If possible, move copiers, fax machines, and other noise/heat producing office equipment to areas away from the workers. The noise can be distracting and can cause heat building-up. It also gives employees an opportunity to stretch if this equipment is located away from the workstation.
- Work at a reasonable pace. Do not rush through tasks skipping lunch, bathroom breaks, and other routine breaks away from the desk. This increases the chances for fatigue and work errors and can cause a general decline in health.
- Schedule short, easy tasks between intensive tasks. Filing or copying papers allows time away from the desk and allows the body to use different positions. (i.e. Standing). These small breaks eliminate feeling of frustration, stiffness and fatigue.
- Take frequent short rest breaks during the day. The break can be brief and should include stretches for optimal results. Take a 5-10 minute break every hour if possible. Every few hours, try to get up, move around and do an alternative activity. For example, filing paperwork after keyboard work. Eye exercise can reduce eye discomfort and give the eyes a chance to refocus.

Don't let your office environment become a "Pain in the neck", or arm, or back,....